Patent claims

1. An arrangement for controlling an engine, in particular of an aircraft, having at least one gas lever (6) and a regulating device (9) for the additional automatic driving of the gas lever (6), characterized in that a movement of the gas lever (6) can be transmitted permanently, directly or indirectly, to a displacement measuring system (3.1, 3.2), the gas lever (6) is seated so as to be mounted in a linearly movable manner via a guide bush (5) of a rotatable spindle (2), the spindle (2) being designed as a non-self-locking trapezoidal screw spindle having a large pitch.

2. An arrangement for controlling an engine, in particular of an aircraft, having at least one gas lever (6) and a regulating device (9) for the additional automatic driving of the gas lever (6), characterized in that a linear, manual movement of the gas lever (6) can be transmitted mechanically to a displacement measuring system (3.1, 3.2).

3. An arrangement for controlling an engine, in particular of an aircraft, having at least one gas lever (6) and a regulating device (9) for the additional automatic driving of the gas lever (6), characterized in that a linear, mechanical and/or automatic movement of the gas lever (6) is coupled mechanically to the movement of a displacement measuring system (3.1, 3.2).

4. An arrangement for controlling an engine, in particular of an aircraft, having at least one gas lever (6) and a regulating device (9) for the additional automatic driving of the gas lever (6), characterized in that the regulating device (9) can be switched on in response to a signal of a force sensor (13) in order to assist a manual, linear movement of the gas lever (6).

5. The arrangement as claimed in claim 4, characterized in that the force sensor (13) is assigned to the gas lever (6) and/or the guide bush (5).

6. The arrangement as claimed in at least one of claims 1 to 5, characterized in that the spindle (2) is mounted so as to be rotatable in accordance with

the movement of the guide bush (5) by a linear movement of the gas lever (6).

7. The arrangement as claimed in one of claims 1 to 6, characterized in that the displacement measuring system (3.1) is arranged on one end of the spindle (2).

8. The arrangement as claimed in at least one of claims 1 to 7, characterized in that the regulating device (9), as regulating motor having, if need be, an associated displacement measuring system (3.2), acts directly or indirectly on the other end of the spindle (2).

9. The arrangement as claimed in at least one of claims 1 to 8, characterized in that a drive disk (4) is arranged on one end of the spindle (2).

10. The arrangement as claimed in claim 9, characterized in that the regulating motor (9) is connected to the drive disk (4).

11. The arrangement as claimed in at least one of claims 1 to 10, characterized in that the gas lever (6) is guided linearly in a guide slot (7) of the housing (1), this guide slot (7) being arranged approximately parallel to the spindle (2).

12. The arrangement as claimed in at least one of claims 1 to 11, characterized in that the gas lever (6) is connected directly or indirectly to a guide element (10) which runs approximately parallel to the spindle (2).

13. The arrangement as claimed in at least one of claims 1 to 12, characterized in that the displacement measuring system (3.1, 3.2), as a displacement transducer, is of an inductive, magnetic or optical type.

14. The arrangement as claimed in at least one of claims 1 to 13, characterized in that the displacement measuring system (3.1, 3.2) and/or the force sensor (13) and/or the regulating device (9) is connected to a control (14) in order to assist a manual movement of the gas lever (6) by connecting the regulating device (9) to load, it being possible for the respective positions of the gas lever (6) to be transmitted via the displacement measuring systems (3.1, 3.2) to the engine in accordance with the operating state.